

The National News Falcon

The Monthly Magazine
Of The Falcon Club of America



APRIL 2010

**Bill Honor: Ft. Wayne, Indiana
Monthly Photo Contest Winner**

**Dr. Mackel
"Mom" Fleeta Mackel's 1961 Falcon
Two Door Sedan**

April 2010

Cover: Bill Honor Photo

Frequent Contributor Bill Honor captured these shots of Dr. Mackel's mom Fleeta's 1961 "bare bones" Falcon.

Read more about this Falcon and see more photos on page 20.

Do you have photos of your Falcon that you think should be in The National Falcon News? Send them, along with a story, to the Editor at the address on page 9.



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Elinor The Falcon: Richard Griggs



Richard Griggs (FCA #3631) of West Cornwall, Connecticut writes, "I've had my convertible since 1986 when I bought it from the left hand of the Space Alien 'Alf'. I'll never part with Elinor, the Falcon."



—More photos of Elinor on page 4

Elinor The Falcon: Richard Griggs

—Continued from page 3



President's Message: Chuck Beason

We would like to let the membership know that we have implemented a process to minimize the risk and hopefully prevent an error from occurring with the FCA Membership Program/Database in the future. Once again, our apologies for the error that occurred earlier this year.

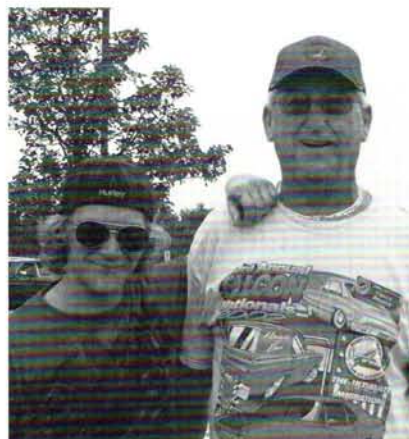
I would like to remind the Chapter Presidents to send their updated current Chapter Membership Roster to their respective Regional Director. This action is a requirement of the FCA bylaws. I would also like to remind everyone that you must be a member of the Falcon Club of America in good standing to belong to a local Chapter of the Falcon Club of America.

Springtime is approaching and it is time to get your Falcons out of winter storage, get them on the road to the many events scheduled around the country. When attending these events don't forget to carry along your "Did You Know There Was A Falcon Club?" cards and any extra copies you may have of *The National Falcon News*. We need new members for the future of our club. I know that when we display our Falcons in a group we get lots of attention, and rightly so. This is an opportune time to sign up new members. So, get those Falcons out on the road and let everyone see them.

Don't forget to make your hotel reservations and register for the 31st National Convention of the Falcon Club of America, July 15-17, 2010 hosted by the Metro Detroit Chapter. Convention Chairman Wally Peterson will be keeping us up to date on planned activities for the convention with his "Falcon's Fantastic 50th" articles in *The National Falcon News*. Please plan to join the hundreds of Falcons in celebrating "Falcon's Fantastic 50th" in Dearborn.

Our thanks to the Southern Coast Chapter for hosting their 2nd Regional Meet in Pensacola, kicking off another great season of Falcon Club of America Regional Meets and other events through out the year.

Chuck & Carolyn



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

1960-1970 FALCON

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Classified Advertising

Falcons For Sale



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruisc-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end, overhaul and gas tank. Asking \$4600. Located in Gresham, OR. Richard Stuthard, 503-663-0312.

—Continued on page 8

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim.
\$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com.
Eastrn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to wcrosby62@sbcglobal.net** Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Letters: Classified Ads

Hello; Member Bob Smith here from Pittsburgh, PA.

I've only been a member for three years now, but I bought a collection of Falcon News issues that include every issue back to the 1980s. What a transformation *The National Falcon News* has made! It has gone from a couple of hand-typed pages with a few monotone pictures folded in half to the current high quality full-page color cover with beautiful color graphics inside with professional editing and printing.

This leads to my comment on Chuck Beason's President's Message in the February 2010 issue. He mentioned that "This issue is a little lighter and thinner than usual. We are always looking for ways to trim costs..."

Looking at all of the issues from then until now, I have always noticed the repetitive classified ads, with the same wording and picture, over and over in successive issues. One recent photo ad that comes to mind has repeated for at least four issues, maybe more.

I have always thought the classified section was "filler" material and that was the reason for the repetition. I have read the half page Classified Ad Rules section (in every issue) several times and still don't understand how the ads repeat.

If the FCA is looking for ways to trim costs by reducing the pages in the issue (not an ideal solution, by any means), these repetitive ads should be the first thing to go. Even if they are paid ads, it doesn't seem like the fees charged would bring in enough money to be given four or more pages each month. I'd rather see an ad one time and have more room for Falcon pictures and short interest articles if the issue has to be reduced to save money.

Just my thoughts.

—Bob Smith (FCA #12969)
Pittsburgh, Pennsylvania

Editor's Response

Thanks to Bob and the many others who wrote after the February issue with their thoughts on cost cutting and reduction of the number of pages in the magazine. (You will notice this is a 32 page issue.) Kind words are always appreciated and I am gratified to be part of the transformation of the magazine that Bob described. FCA Members deserve the rest of the credit for their contributions of articles and photos.

As far as the Classified Ads go; this just shows you that *The National Falcon News* is valued for something different by everyone.

I often receive email from FCA members whose delivery is delayed and by the time they get the magazine, all the items in the Classified Ads they wanted to buy had already been sold.

As for the repetition, the Guidelines state that if your ad is to run more than one month, it must be renewed. People do renew monthly, but unfortunately for the stagnation factor of the Classified Ad Section, they do not update descriptions or change photos. Changes in price are the most often made.

For some, the Classified Ads are the most important part of the magazine and cutting them down would flood my mailbox. I know when my husband was restoring his Falcon, the Classifieds were the first thing he turned to.

So, I guess the message is:

SPICE IT UP PEOPLE!

If you're trying to sell your Falcon, change up the wording or submit a different photo from another angle.

If you have parts, sell a few different ones each month and change the wording of the ad. Add photos or drawings if necessary.

Paper and printing costs are always rising. Let us know what you like to see and what you could live without in the magazine. This is your club and your magazine; let us know what's important to you.

—Ed.

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Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1965 Ford Falcon Ranchero. 200 CID 6 Cyl. Column-shift three speed. Bench seat. Factory AM radio and Heater. Disc brakes with five lug steel wheels and new tires and shocks. Trans rebuilt; new clutch and synchros. CA car with original Black Plates. No rust! \$7600. Contact Michael 951-734-1677. Corona, CA.

1964 Falcon wagon, four door, 260 V8, automatic transmission, air conditioning, power steering, power back glass. Not running. Minor rust in floor. A couple of minor dents, the rest is very straight. Very nice trim. \$3300. Stan, 918-333-9426. OK.



1964 Falcon two door sedan. All original. 170 six cylinder. New radiator, new brakes, new headliner. New front and rear windshield gasket, new exhaust. \$2500. Terry Thompson, 270-865-4051. KY.

1963 Falcon Ranchero. Original California car with solid body and excellent bed. 87,000 miles on original 170 ci. engine and 2-speed transmission. It's the original Sandshell Beige color which I sanded and repainted few years ago.

The old paint was peeling in spots. only one small hole was found behind right rear wheel. It's not perfect but amazingly solid original. Haven't driven much past year and need to find a good home, losing garage space. \$6500 OBO. Erik, 781-891-1527 or snglbrl@yahoo.com. Located in MA.

1963 Falcon Futura convertible. New 302 HO engine, C-4 trans with Mustang floor shifter, new top, new paint, new tires. Front disc brakes w/five bolt wheels and much more. Featured on cover of Feb. 2005 FCA news. It's ready for fun, and yes, it's fast. \$14,000. Call Ted, 970-210-3759 or tedra82@bresnan.net. Located in Grand Junction, CO.

—Continued on page 10



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1960-61 Falcon 2 & 4 dr sdn trunk lid emblem with chrome bezel
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1962-63 FALCON rear quarter panel letter set. Does 1 side.
C2DZ-6240282-SET **\$25.00set**



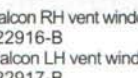
1960-67 Falcon horn ring emblem
C0DF-3649-B **\$30.00ea**



1960-63 Falcon inside door handle. RH or LH
C0AZ-6422600-A **\$20.00ea**



1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**



1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



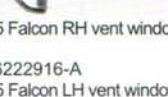
1960-63 Falcon 2 & 4 dr sedan outside door handles. LH & RH
C0DZ-6422404-PR **\$110.00pr**



1962-63 Falcon fender ornaments
C2DZ-16178-PR **\$125.00pr**



1960-65 Falcon RH vent window handle
C30Z-6222916-A **\$20.00**



1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**



1964-66 Falcon outside mirror. LH or RH
C5AZ-17696-F **\$80.00**



1956-74 "Mustard Top" ignition coil. Looks like the original FORD 12V coil.
B6AZ-12029 **\$40.00**



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704-786-2722
kenearnhardt@vnet.net

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Bonner Springs, KS 66012
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jandcellis@sunflower.com

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Santa Rosa CA 95405
707-546-8082
57ray@pacbell.net

WEB SITE

www.falconclub.com

Classified Ads (con't)

—Continued from page 8



1963 Falcon Deluxe 4 Door Station wagon. Complete but partially disassembled. Very solid body with 62,000 miles, 260 V8, Fordomatic, factory p/s, a/c, radio delete. Has the seldom seen 13 inch 5 lug wheels. VIN # 3H24F204078. Medium Turquoise Metallic (D). Black and white crush vinyl interior (561) Date code of April 16, 1962 (16D), built in Lorain, Ohio and sold thru the Dallas DSO (61). Axle is 3.25:1 (4). All trim is there including the roof rack. The car does run, but is not road-worthy. The gas tank is the only major item missing. Clear Ohio title. Questions or picture requests, please contact Herb at 614-581-2876 or email Gordymustang1@aol.com. OH.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

Falcons Wanted

I used to have a 1964 Falcon Sprint four speed in 1964 and I have been looking for one like it for a long time. Do you know of anyone who has a nice one like new, white with red interior four speed bucket seats with console. I want one ready to drive and show. Thank you, Dell Etheridge, 931-797-0681.

Parts Wanted

Wanted: Interior chrome windshield trim, top and both sides. Also top for console between bucket seats. Oliver Jergensen, 509-246-0686, cell 360-631-8213. WA.

Would still like to locate a complete power steering system for a 1960 four door sedan for friends of our family's retired Dad's Falcon. Rack and pinion is too expensive. The factory steering is too tight for him. Thanks for the consideration even if you can only help with any suggestions! Call Bob 330-506-3137. OH.

Carburetors -part # on air horn C8OF-AB & C8OF-AA. FE distributors. Part # on housing C8OF-D, C8OF-F, C8OF-H.

The parts must be in excellent condition either used or NOS. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO..

Parts For Sale

1963 260 V8, two speed automatic. \$300. Stan, 918-333-9426. OK.

I have quite a few parts for a 200 ci straight six that I am not able to use and would like to see be used by someone who loves the Ford inline six as much as I do. Here is a list:

- Set of new forged pistons sized for a 40 overbore
- Set of original forged rods, restored and tested for strength
- flywheel for manual transmission
- Aluminum flywheel for manual transmission
- Original crankshaft
- Original block, dipped and magna-fluxed

If anyone can use these parts, I would love to see them put to good use. Benjamin Santosuosso, 623-687-8470 or santosuossobenzamin@yahoo.com.

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1965 Comet hood, one front fender, instruments, trim & misc. Take all, \$125. Herb Griffin, 518-568-7813. St Johnsville, NY.

1963 Falcon parts: Passenger side 1963 Falcon front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100. 3-speed interior steering column, \$10. Original front sway bar, \$5.; original Falcon front fender spears, some pitting but restorable, \$40. Pair rear V-8 coil-over HD shocks, \$20. Pair front shock tower caps, \$10. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1987 GT Mustang head, cast # E7TE, date 7D25, \$25 only one. 1994 GT Mustang heads, cast # E7TE, date 4C30, one pair \$100. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. 1995 351W heads, cast # E7TE, dates 4M16 & 5C3, one pair \$100 Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Parting out 1964 Sprint Convertible. 260 V8 and two speed auto transmission. Ran when parked, motor is free; 8" rear end; Front V8 Spindles, Misc sheet metal:

—Continued on page 12

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Classified Ads (con't)

—Continued from page 11

hood, doors, trunk, windshield surround, cowl and frame behind rear seat, shock towers, some other bits; Many interior trim parts and panels and stuff; Back seat; Bucket seats, convertible top and center console are gone; Body shell is gone/cut up; Let me know what you need/want and I'll let you know if I have it. futura65@comcast.net. Chicago, IL

1963 NOS: V8 arm and bushing \$175, license light lens \$20, fuel gauge \$75, temperature gauge \$75, six cylinder exhaust manifold \$170, six cyl. standard shift radiator \$125, temperature cable \$30, quarter modling Futura \$135 each. Many more. Frank G. Stewart, 440-282-6277. OH.

Kellogg's Garage has a recent acquisition of NOS 1960–1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13, 14" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

Information Wanted

Hello! I'm Antonio from Italy. I'm a proud owner of one of the few Falcons in Italy. have to ask you help about a PDF of owner manuals and service manual of my 1961 Ford Falcon 2.8 Litre. Specifically, how do I turn on and off the high beam? Mine seems to look like it's always on high beams! Also my clutch, it's 3 speed manual transmission, stay on the floor. I have to raise it with my foot, then after some pushing and lifting it will be operative, but it doesn't engage/disengage properly. Is this a problem with the lever/pedal? After moving (with some difficulties) the clutch will make shifting very good, so the pressure plate sounds OK to me! Thank you for the help. Please email me at formula1vhs@hotmail.com.

Need information start to finish about switching over Manuel steering to power steering for my 1964 Ford Futura Falcon. I have a 289 cubic inch engine, 6 cylinder front suspension with 5 lug hubs. Need information on purchasing parts for this project also, catalog, suppliers, etc. Thanks, Mike Harmony, harm60@gcctv.com or 217-836-7966. IL.

Need information on locating a 1965-1970 Mustang fastback, convertible or "K" code coupe project car. Parts missing or no drivetrain is OK. Distance not a problem. Also looking for a genuine 1965-1967 289/271HP Hipo engine or parts for such. I may trade my original 1964 Sprint Tach and other Falcon parts, Mustang parts, against a deal? Call Bob 330-506-3137. OH.

I am needing some help. I am trying to restore a 1963 Falcon convertible. My Header Bow is rusted pretty good and I want to replace it. I have tried all the big websites. Any other ideas? If you could help that would be great. Thanks Will Caulder, wfcaulder@yahoo.com.

Miscellaneous For Sale

A pair of 1960 License Plate Frames. Chrome. New. \$10.00 + \$5.00 shipping. Call Natalie, 610-363-7589 or e-mail natgomez@briangomez.com. PA.

Misc. Collection Hardback Book "Falcon: the New Size Ford," 320 pages by Ray Miller with year by year picture coverage, paperback "Ford Falcon 1960-1970" shows and compares models. Two 260 fender V's, two fender spears, two "Futura" scripts, one deluxe light trim. one Falcon script. one interior lite cover. can email pics. \$100 + ship. Call Robert, 210-648-7011. TX.

Dealer Falcon Postcards: 1960 Fordor, red, used; 1962 Squire, white, not-used; 1966 Sport Coupe, yellow, not-used; 1968 Sport Coupe, red, not-used; 1969 Sport Coupe, red, not-used, \$5.00 each, postage included. 1964 Romy Hammes AFX 'Musclecards,' 2 views, \$5.00 for both, postage included. 1964 dealer showroom color & upholstery book, cover split on left side and clear overlays missing, \$245 plus postage. Howie 860-749-0587 9-9 EST.

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So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XVII FRONT DISC BRAKES

The ultimate objective for the Ranchero is to be able to drive it to the 2011 Falcon Nationals in Denver. Mountain driving requires stopping power! My 1963 Sprint convertible has the original brakes, well maintained, but they do fade on long down hill runs. Downshifting helps, but I like it to stop when I ask it. So front disc brakes are a requirement. I have done the Granada swap on my Falcon and Comet hardtops. They both stop very well. I wanted to do something different on the Ranchero so I started searching for a disc brake kit that was reasonably priced and would bolt on to the original spindles. The decision was made to go with Classic Services Restoration Parts (CSRP). The kit had the lowest price and also the most complete of any other kits I considered. In addition,

the CSRP kit is a copy of the original Kelsey Haynes disc brakes that were used on early Mustangs which add to being somewhat period correct. It was a simple bolt on and all the parts are new reproductions. I did not use the CSRP master cylinder, proportioning valve or residual pressure valve. I prefer the original Ford distribution block for proportioning and brake fluid distribution. I also wanted an aluminum master cylinder so I would not have to worry about rust.

The brake installation went very quickly, less than a day. Getting the brake lines run was another matter. It took a couple of days of work to bend and flair all the brake tubing. The brake line that runs from the soft line for the rear axle to the front distribution block probably took longer to bend and flare than the entire front disc brake install.



Two views of the completed front disc brake assemblies, notice the rotors are even slotted.



The CSRP brake kit includes everything you need including grease, thread locker and anti-seize.

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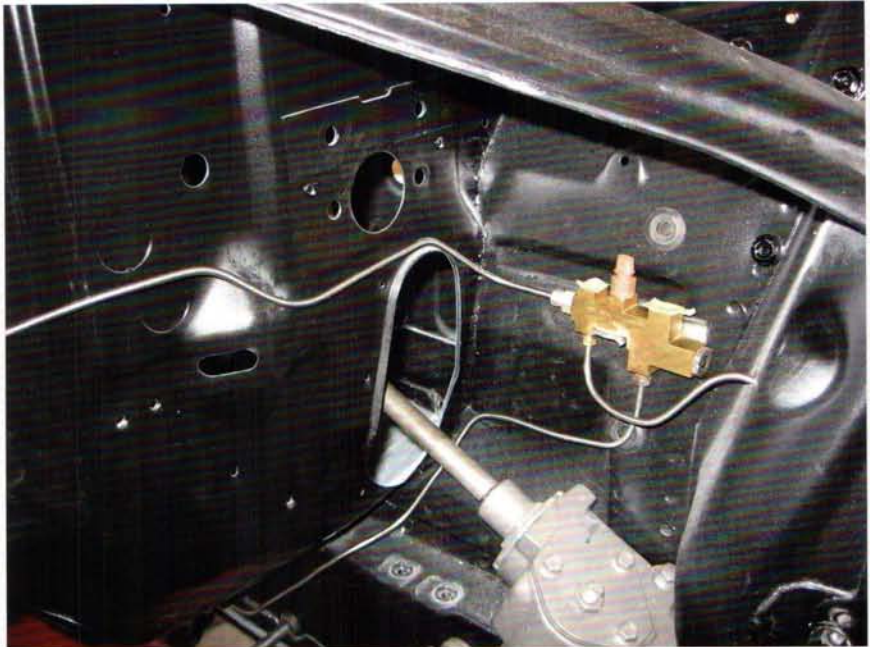
So You Want to Restore a Falcon?

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Fortunately I had original brake line to use as a pattern. The brake lines were stainless steel, which is harder and stiffer than regular brake lines, so that added to the extra time required. Stainless steel was used for the brake so they will look pretty for a long time.

The master cylinder came from a 1984 Ford Ranger. I have a 1983 Ford Ranger that had an aluminum master cylinder that is the same basic casting that Ford has used for years. For a couple of years Ford cast them in aluminum, to save weight. I tried every automotive parts store trying to get a new or remanufactured aluminum master cylinder. They are only available in cast iron, so the only option was to get one from a salvage yard. I was very fortunate to find one that looked like new. Disassembly of the master cylinder for cleaning and inspection was done and it was put back together with the same parts as the inside also looked like new. I consider that a stroke of luck. All the used or original brake parts were cleaned thoroughly as the brake fluid is going to be silicon based (DOT 5). I have never used silicon brake fluid and want to give it a try. It does not absorb moisture and I am hopeful that the wheel cylinders will last longer between rebuilds.

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Ford distribution block with the stainless steel brake lines installed.



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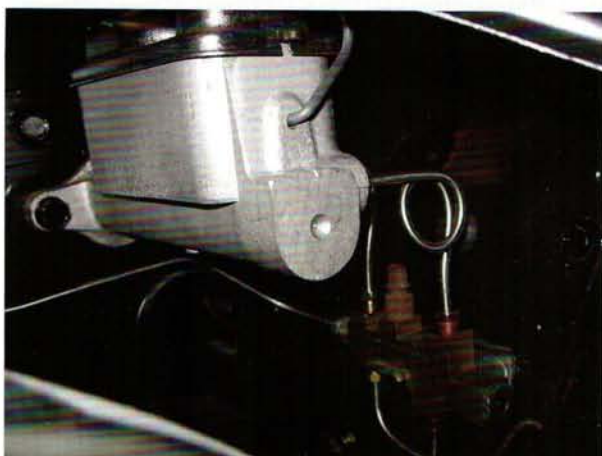
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Dick Harrington



Two views of the master cylinder, notice the loops in the brake lines going from the master cylinder to the distribution block. The loops serve two purposes: 1. they make it easier to tweak the alignment and 2. they allow some flex to minimize stress at the fittings.



Completion of the front brakes is a nice mile stone as it allows the Ranchero to become a roller. After sitting on jack stands for well over a year it now can be moved.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*. Look for his Ranchero at the FCA National Meet in Dearborn July 15-17, 2010.

My

passion for Falcons started just after graduating from high school in June 1964 and upon returning from Naval Reserve Boot Camp in August of that same year. I found my first Falcon, a 1963 Futura with few miles at Mountain View Ford. The previous owner ordered it from the factory with many "Sprint" options; tachometer, 260 CI motor, four speed transmission, and an Irish Rose paint job. I paid around \$2200 and the payments were \$65. a month—what a "sweet deal!"

In April of 1965. I went on Active Duty in the Navy Seabees, still driving my Falcon. In August of 1965 I met Sandi. After a short engagement we were married on New Year's Eve—her Dad wasn't too happy to lose his tax deduction on the last day of the year!

Money was tight and the car payment on her 1960 Chevy was less than the Falcon, so we decided to let my brother take over the payments and keep the Falcon "in the family." I told my brother that I wanted the Falcon back when I returned from Vietnam. About a month prior to coming home, I received a letter from my brother with a picture of him and my Dad sitting in a 1960 Austin Healey with the caption "see what I traded the Falcon in on." I could have strangled him—good thing I was 10,000 miles away!

Over the years Sandi and I continued to search for another Falcon, but either they were in bad condition, too expensive, one of the kids needed braces or some other road block that kept me from what I wanted.

Finally, in September of 1998 Sandi found a 1963 Sprint on the internet. I contacted the owner in Virginia Beach and asked lots of questions. Tony said if I was really interested he'd send a video of the car, and he did. He was completely honest with his presentation; it ran,

Al & Sandi Gilbert



it was all there, (including some rust) and most important of all, the price was right. My next question was how to get it to California, Tony made the transportation arrangements, I sent him a check and it was "on its way."

When it finally came up my driveway, all I could think was "Oh my God, It's mine and I can't take it back!" The rust was worse than I thought and the impending work is more than I'm qualified

to do. After searching for a few parts; floor pans, two rear quarter panels, one front fender and a good body and paint man, I had everything ready. Once the car was bead blasted it was revealed that this car had been through a hail storm somewhere in its past. There were so many fist sized, bondo filed areas over the whole car, I didn't know if it

—Continued on page 29

The National Falcon News

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New Member Feature

In 1963 I was 20 years old and working in downtown Little Rock, Arkansas. I had been looking at the 1964 Falcons at Rebsamen Ford at Third and Spring Streets. In the fall of 1963, I walked in the showroom and there was a white 1964 Falcon Futura sitting right there. I said, "I want that one right there."

It was a 260 V8 with a three speed on the column, back-up lights, rocker panel moldings, padded dash, and blue interior. The Ford company was featuring the Mustangs; they had them in tents all over the parking lot. I don't know why I didn't buy a red Sprint four speed, but I liked the white Futura.

The car didn't have an outside car mirror, so I put one on it; everything back then was an option. Then I put dual exhaust on it, and it felt like it had more power and it sounded good. I had Studio sonic sound system reverberater installed, it had a sort of dimmer switch on the driver's side to turn it on and off. When friends got in the car, we turned up the reverb, everybody wondered where it was coming from and it sounded really good.

I had factory air installed and it worked fine. This was the first car I ever rode in with air conditioning. The car had the smoothest clutch I ever drove. It never jumped, jerked or rattled. I noticed the transmission never growled when you put it in first gear, then I discovered it had a synchronized transmission; you could put it in first gear at 20–30 MPH.

I tuned it up once, at about 20,000 miles and the car never gave me any trouble.



Then I saw this 1964 Chevrolet convertible with a black top, red interior and a 327 automatic. The Impala had 10,000 miles on it, was still in warranty and the payments were about the same \$70 a month that the Futura, with just a few more months. So I traded. This was in 1965. I met my wife, Peggy and we got married in 1966—and we are still together. I couldn't afford both cars, so you know what happened—I never forgot the 1964 Falcon.

I retired in May of 2008. In January of 2009, I went to Barnes and Noble

where they have all the antique car books. I sat there and drank coffee and looked at just the Ford section of the books. I found this 1964 Sprint; it was white with blue interior, a California rust-free car with automatic transmission, power steering and brakes. The car was in Lincoln, Nebraska. The owner had been restoring and buying old cars for 30 years. I called and had him send pictures to my daughter in Cabot, Arkansas, as I don't have a com-

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The National Falcon News

Eleck Bewley



Just What The Doctor's *Mother* Ordered

1961 Bare Bones Falcon by Bill Honor

Just What the Doctor Ordered?

Well not quite. But it is the car the Doctor's mother, Fleeta B. Mackel, ordered brand new way back in 1961.

Doctor Mackel was kind and gracious enough to show me the car his mother gave him on September 15, 1983. Mrs. Fleeta passed away at the age of 92 in 1988, but her little bare bones Falcon lives on. The car was ordered pretty Plain Jane indeed. The car comes equipped with the solid metal dash—no padding on this model, no side mirror on passenger or driver side. Driver side mirror was an option till 1966 when it became standard. It was not equipped with seat belts, but being a Doctor, Dr. Mackel he knew the importance of installing them. It has four ply black wall poly tires, a 144 engine, three on the tree manual transmission, cigarette lighter delete, no power steering.

I was actually surprised it had a heater—this is one plain simple car to work on.

Time has taken a toll on the paint and

—More on page 30



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JULY 15-17, 2010

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 (303) 857-9360

Music City Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 (615) 452-0321

Northeast Chapter
New England
 3rd Sat.—monthly
 northeastfalconchapter.
 com
 (952) 334-1654

Northland Chapter
Minneapolis, MN
 2nd Sat.—odd months
 (952) 334-1654

Rainier Chapter
Seattle, WA
 3rd Wed.—monthly
 except Dec., Feb. Varied.
 RainierFalcons.com
 (206) 290-3093

River City Chapter
Sacramento, CA.
 2nd. Sat. even months
 12:00 PM, Round Table
 Pizza
 1566 Howe Ave
 Sacramento, Ca.
 (209)957-0974

So-Cal Falcons
Burbank, CA
 2nd Sat.—bimonthly
 (818) 845-9725

Sooner Falcons
Oklahoma City
 3rd Sat.—monthly
 (405) 205-3497

Sonoma County
Santa Rosa, CA
 1st Thurs.—monthly
 (707) 539-2860

Southeast Chapter
Georgia
 1st Sun.—monthly
 (770) 887-6268

Space City Chapter
Houston, TX
 2nd Sat.—monthly
 Prince's Drive-In, I-45 &
 Fuqua; 6:00 PM
 (713) 703-5110

Star City Falcon Club
Roanoke, VA
 Monthly meetings
 Call for date/location.
 (540) 254-1515

Virginia Falcons
Richmond, VA
 2nd Sun.—even months
 (804) 739-1615

Wheat State Chapter
Wichita, KS
 1st Sat.—even months
 (316) 838-7487

Wild West Falcons
Chapter
Western Colorado
 Meetings Quarterly
 Call for dates & locations
 Ted (970) 314-2498

New Member Feature: Eleck Bewley

— Continued from page 19

puter. I bought it sight unseen and had it delivered on March 20, 2009.

The car was just as promised. It had American racing wheels that were nice, but I changed them to spinner spoke hubcaps, just like I had on my '64. That Falcon had 13 inch hubcaps. Back then, hubcap stealing was big business but I didn't steal mine; I paid \$20 for them.

The Sprint I bought in 2009 had Griffin aluminum radiator, Edelbrock aluminum intake and carburetor, Flowmaster exhaust, a whole new front end and new shocks, along with a new long block with 8000 miles on it.

This Falcon took a lot of TLC and that was exactly what I wanted. I painted the black back in the grille and in the Sprint on the back end, painted the red back into the Sprint V8 on the front fenders. The car had been painted once in 1985, it was about two hours work to clean the bottom of the car with the white paint still on it. I have done lots of touch-up on it.

People have told me to leave the car as it is and that is what I plan to do. It has 135,000 miles on it, but at first glance inside and out, it looks new.

I got the hubcaps from Mark Sword in Cabot, Arkansas and the rocker panel moulding from Roy Sword. I put tail lights with back-up lenses on the car too.

Falcon Club Members are the nicest people in the world.

—Submitted by
Eleck Bewley (FCA #13746)
Scott, Arkansas



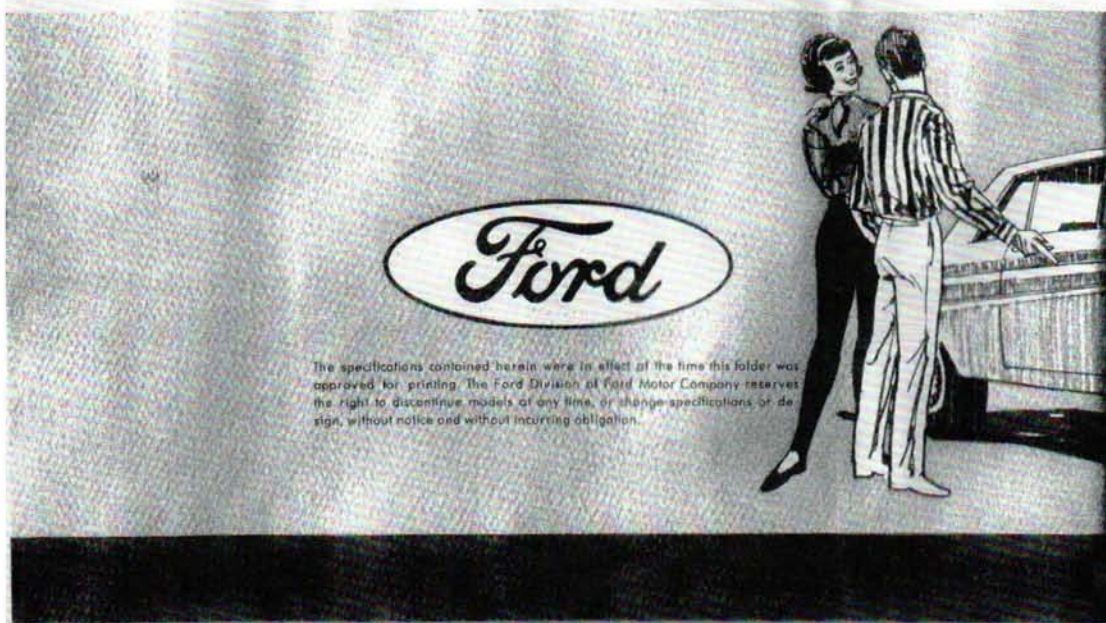
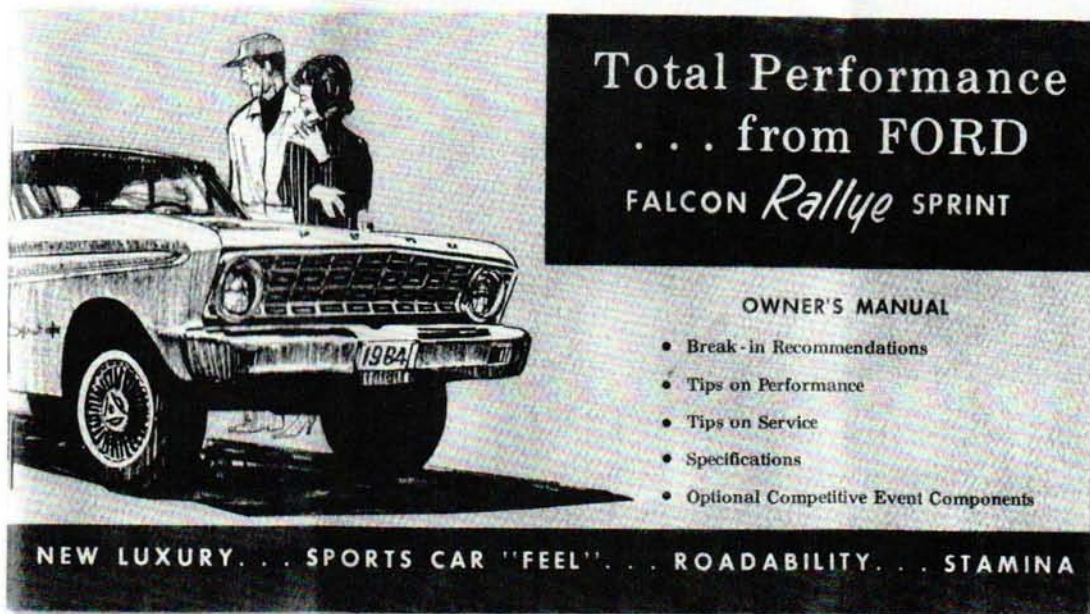
Eleck and two nieces in 1964 with his 1964 Falcon Futura bought new.



Eleck and the Falcon Sprint, bought in 2009



Rallye Sprint Owner's Manual



Gary Thompson (FCA #5385) of Dahlonega, Georgia sent this copy of an Owner's Manual for a Falcon Rallye Sprint that happened to be in the glove box of a 1964 Sprint he recently purchased in upstate New York.

Gary writes, "I have been driving Falcons for 25 years and have never seen a 'real' Falcon Rallye Sprint nor an Owner's Manual for one."

Also included is a complete list of 122 performance options for the 1964 Falcon Rallye Sprint. Gary would like to hear from others and find out how many of these cars were actually documented and if there is any other literature regarding this obscure Falcon. He can be contacted at gary_tom@hotmail.com.

See more pages from this Owner's Manual on the jacket of this issue.

Rallye Sprint Owner's Manual

SPRINT HIGH-PERFORMANCE BASIC SPECIFICATIONS

ENGINE —

Type	8-Cylinder, 90° V, Overhead Valve
Displacement	4727 cc (289 cu. in.)
Bore	101.76 mm (4.00 in.)
Stroke	729 mm (28.75 in.)
Compression Ratio	12.0:1
Intake Valves — Open	28° BTDC
— Close	72° ABDC

Exhaust Valves — Open	72° ATDC
— Close	28° ATDC
Maximum Valve Lift — Inlet and Exhaust	13.3 mm (.527 in.)
Crankshaft Main Bearings (copper-lead)	57.15 mm (2.250 in.)
Connecting Rod — Big End (copper-lead)	53.975 mm (2.125 in.)

TRANSMISSION —

Speed	STANDARD			OPTIONAL		
	Ratio	No. of Teeth	Ratio	No. of Teeth	Ratio	No. of Teeth
1st	2.73	24 x 36 31 17	2.20	27 x 36 28 17	2.36	26 x 36 29 17
2nd	2.04	24 x 30 31 19	1.64	27 x 30 28 19	1.62	26 x 29 29 20
3rd	1.51	24 x 28 31 x 24	1.31	27 x 29 28 x 23	1.20	26 x 27 29 x 25
4th	1.00	Direct	1.00	Direct	1.00	Direct
5th	—	—	—	—	—	—
Reverse	2.81	—	2.26	—	2.42	—

SUSPENSION —

TYPE	FRONT	REAR
	Independent	Live Axle
Type of spring	Coil	Semi-elliptic Leaf
Type of shock absorber	Telescopic	Telescopic
No. of shock absorbers	Two	Two

STEERING —

Type of steering gear	Recirculating Ball and Nut
Turning circle of car	11.75 m, approx. (38.5 ft.)
No. of turns of steering wheel from lock to lock	3.25

CAPACITIES AND DIMENSIONS —

Fuel tank	102.2 litres (27 gal.)
Radiator	14 litres (4.8 qts.)
Overall length of car	461.2 cm (181.6 in.)
Overall height of car, unladen	146.4 cm (57.625 in.)
Oil Sump	7.6 litres (8 qts.)
Track — front	139.7 cm (55 in.)
— rear	142.85 cm (56.250 in.)
Wheelbase	278.13 cm (109.5 in.)
Ground clearance	254 mm (10.0 in.)
Overall weight with water, oil and spare wheel, but without fuel	980 kgs (2160 lbs.)

BRAKES —

No. of wheel cylinders	FRONT		REAR
	Girling 3 per brake One 45 mm (1.770 in.) Two 30 mm (1.180 in.)	Kelsey Hayes 4 per brake Four 41 28 mm (1.625 in. 1.00 in.)	1 per brake 19.05 mm (.750 in.)
Inside diameter of brake drums			279.4 mm (11.0 in.)
No. of shoes per brake			Two
Outside diameter of brake discs	292 mm (11.5 in.)	286 mm (11.250 in.)	
No. of pads per brake	Two	Two	Nine

OPTIONAL COMPETITIVE EVENT COMPONENTS

The following parts are recommended on a vehicle that will participate in extremely competitive events where hard usage will be encountered.

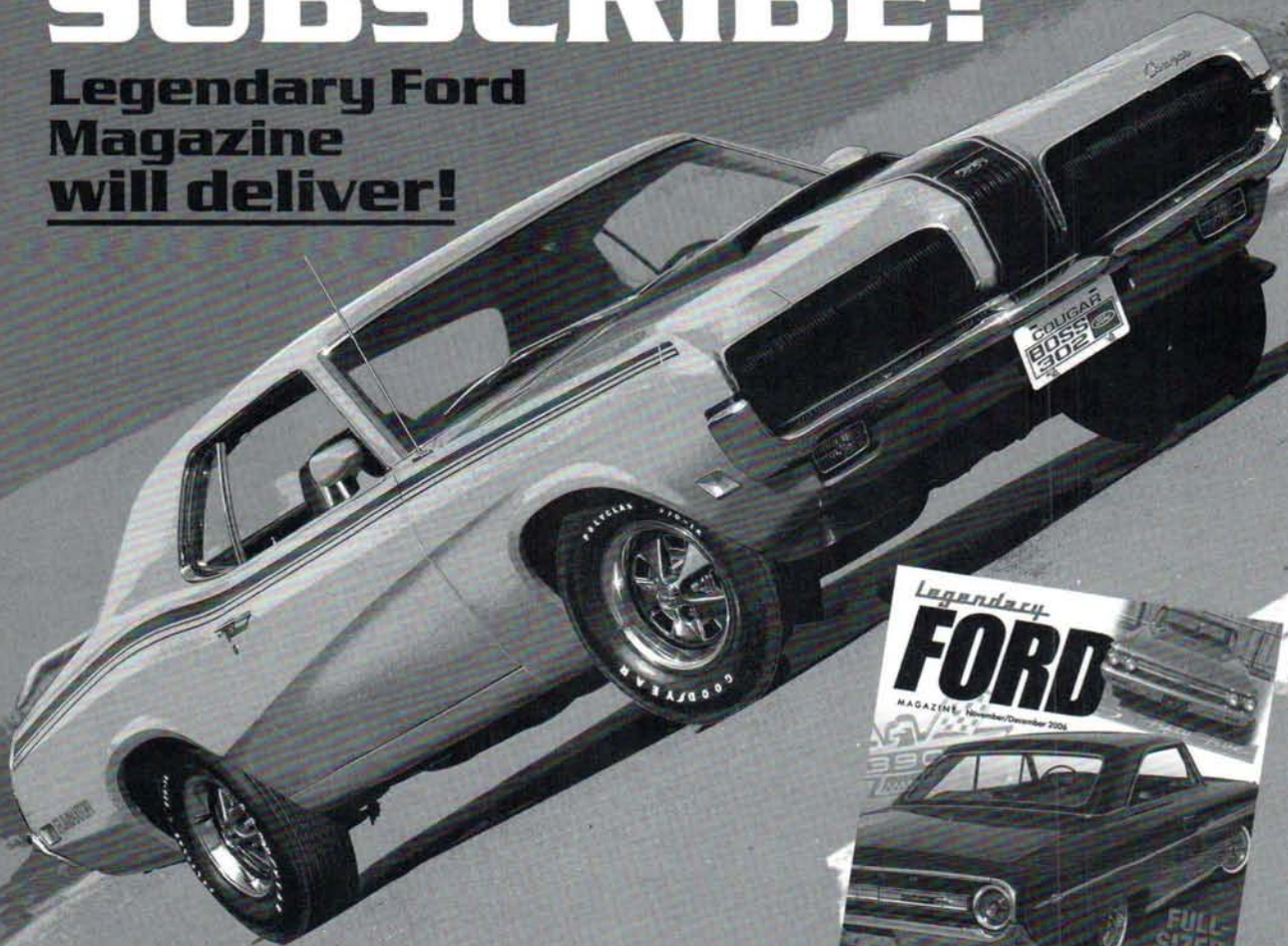
ENGINE

PART NO	DESCRIPTION
C4HM-6007-1	Engine Assembly — 4V
C4HM-6007-2	Engine Assembly — 8V
C4HM-6009-1	Engine Assembly — Cylinder Block and Crankshaft
C4OZ-6010-C	Block Assembly — Cylinder
C4HM-6049-1	Head Assembly — Cylinder
C3AZ-6051-C	Gasket — Cylinder Head
C3HM-6108-2	Piston with Pin
C3AZ-6148-B	Piston Ring Set (Partial) Std.
C3OZ-6200-C	Rod Assembly — Connecting
C3OZ-6211-A	Bearing — Connecting Rod — Red
C3OZ-6211-B	Bearing — Connecting Rod — Blue
C3OZ-6250-C	Camshaft
C3OZ-6303-B	Crankshaft
C3OZ-6316-A	Damper Assembly — Crankshaft Vibration
C3AZ-6333-A	Bearing — Crankshaft Main — Intermediate Upper — Red
C3AZ-6333-B	Bearing — Crankshaft Main — Intermediate Upper — Blue
C3AZ-6333-C	Bearing — Crankshaft Main — Intermediate Lower — Red
C3AZ-6333-U	Bearing — Crankshaft Main — Intermediate Lower — Blue
C3AZ-6337-A	Bearing — Crankshaft Main — Thrust Upper — Red
C3AZ-6337-B	Bearing — Crankshaft Main — Thrust Upper — Blue
C3AZ-6337-H	Bearing — Crankshaft Main — Thrust Lower — Red
C3AZ-6337-U	Bearing — Crankshaft Main — Thrust Lower — Blue
C3OZ-6500-A	Tappet — Valve
C4HM-6505-1	Valve — Exhaust
C4HM-6507-1	Valve — Intake
C3OZ-6513-A	Spring Assembly — Valve Damper
C2OZ-6565-B	Rod — Valve Push
C4HM-6622-1	Screen, Tube and Cover Assembly — Oil Pump

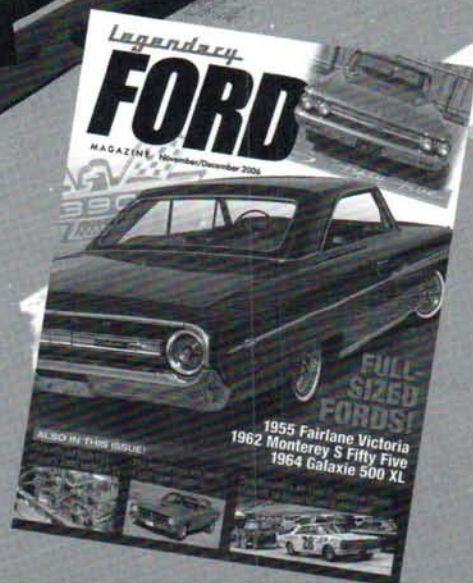
PART NO	DESCRIPTION
C4HM-6675-1	Pan Assembly — Engine Oil
C3OZ-7550-F	Disc Assembly — Clutch
C4HM-7550-1	Disc Assembly — Clutch
C3OZ-7563-A	Plate & Cover Assembly — Clutch Pressure
C3OF-9350-E	Pump Assembly — Fuel
C4HM-9424-1	Manifold Assembly — Intake 4V (Aluminum)
C4HM-9424-2	Manifold Assembly — Intake 8V (Aluminum)
C4HM-9430-1	Manifold — Exhaust — RH
C4HM-9431-1	Manifold — Exhaust — LH
C3AZ-9441-A	Gasket — Intake Manifold to Cylinder Head
C2AZ-9447-E	Gasket — Carburetor to Intake Manifold 4V
C4HM-9447-2	Gasket — Carburetor to Intake Manifold 8V
C4HM-9509-1	Carburetor Assembly — (Carter 8V) with Automatic Choke
C4HM-9510-1	Carburetor Assembly — (Carter 8V)
C0AE-9510-AA	Carburetor Assembly — (Holly 4V)
C4HM-9600-1	Cleaner Assembly — Carburetor Air — 4V
C4HM-9600-2	Cleaner Assembly — Carburetor Air — 8V
C4HM-9601-1*	Element Assembly — Carburetor Air Cleaner — 8V
ECU-9601-B	Element Assembly — Carburetor Air Cleaner — 4V
C3MF-10300-A	Alternator Assembly
C4HM-10A313-1	Bracket — Alternator Mounting
B6A-12029-B	Coil Assembly — Ignition (12V)
SAC-12029-A	Coil Assembly — Ignition (12V)
C2FF-12127-A	Distributor Assembly
FDS-12171-A	Arm and Bracket Assembly — Distributor Breaker
C3AZ-12259-F	Kit — Spark Plug Wire
C3AZ-12405-A	Spark Plug (BF22 Autolite)

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Al & Sandi Gilbert: Cover Story



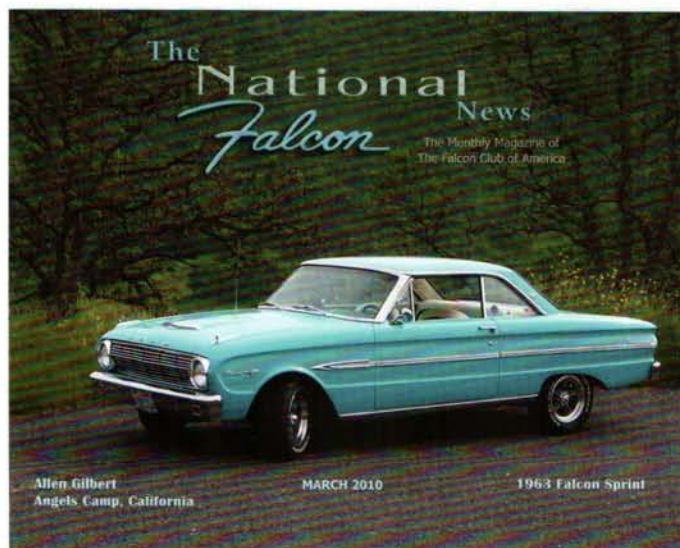
—Continued from page 17

would every come together. Fortunately, my body and fender man was "hungry," as he was getting married the next month and needed the money badly. He agreed to do all the work necessary to get it back into the condition as you see it now for the unbelievable quote of \$3500 complete. I said "Do it." The work began in May of 1999 and I wanted the work done quickly as I had plans to take my new Falcon to the National Falcon Club Nationals which were in Sacramento that year. The body work was done two weeks before the show, but there was no time for anything else to get done. The motor needed work, the gas tank needed replacing and the interior was literally coming apart (stitching and stuffing coming out, no floor rugs, dash pad faded and misshaped, head liner loose) but it was entered as a "Diamond in the Rough." We took first place for our category. What a shock!

Over the years we have had the interior finished with white and green leather, had the headliner installed along with the floor rug. New tires and Torque Thrust "D" mag rims installed, new gas tank, rear springs, all the chrome re-chromed or replaced, new trunk mat with spare cover. The motor and transmission were rebuilt in 2004, and the front and rear ends were rebuilt in 2006.

Sandi and I are still married; we just celebrated 44 great years together. We have been retired for a year now and really enjoy it. We manage to get the Falcon out every month and continue to show it. We have received a few plaques and trophyies over the years and look forward to many more. We hope you enjoy it too.

—Submitted by Al and Sandi Gilbert (FCA #8796)
Angels Camp, California



Al & Sandi's Sprint as it appeared on the cover of the March 2010 issue of The National Falcon News

—Editor's Note: After Al sent his photos that were used on the March cover, he responded quickly to a request for more information about his Falcon.
Want to see you Falcon in print? Send some photos and a few paragraphs about you and your car to the Editor at the address on page 9.

Just What The Doctor's *Mother* Ordered

—Continued from page 20

1961 Bare Bones Falcon

seat covers; both had been redone many years back. The paint was redone by a local reputable paint shop and is holding up very well.

It's a lot of fun to talk with this gentleman for he tells stories of how he to drive on his Mom's Model T. He even remembers, as a boy, helping retard and advance the spark as his Mom cranked to get the engine running. They had the 1920 Model T until they traded for a 1950s car that he just can't remember. Then the Falcon came along in 1961.

The odometer when he titled it from his Mom was 17,540 miles. Now the car is about to turn over 21,000 miles.

When he showed us the Falcon sitting beside the barn, it started right up but sounded a little clattery due to the valves never have being set. He said go ahead and drive the car out, so I got behind the wheel put my mind in three speed tree mode—it wouldn't move. I asked my son Dillon to give it a try but quickly told him to stop as we noticed the one front right tire flat on the rim.

So we quickly volunteered to help fix the tire, by adding air and up it went and out we went for a ride on the property. The flat tire and the little rut stopped us for a while—but not for long.

Dr. Mackel turned 90 in January 2010. I think nothing gives him more pleasure than to show off his Mom's car take it for a short ride from time to time to the local stores.

We thought this is where our story about this car would end except that, the other day, we went back to Huntington, Indiana again. There was the car sitting out side in front of his house; this was odd since he always put it away next to the barn. I gave him a call and it turned out that he was about to call us to ask us to help get her started.

She was in no mood to start. So we hopped in our car and drove over to give him a hand. We brought enough tools to do a few other things to help the wounded bird along. Dillon brought a specs book, so once we got the car



1961 "Bare Bones" Falcon Sedan



hot we could set the lifters, which he did. Oh, how we would have loved to change the original wire coil and do some other things to help it run better, but maybe down the road we can help with that. He took it somewhere to have the one barrel carb rebuilt and they charged him \$400!

Well, back to the stuck bird, it seems the choke was a bit rusty, so we lubed that. The car fired right up so we proceeded to warm it up for the lifters to be set. When we were done the Doctor insisted we take the car for a ride and enjoy the fruits of our labor, so we did and what a treat it was driving that little bare boned Falcon around. I was really surprised at how roomy the car was. I own 1967 and newer Falcons and had never had the pleasure of driving an older one. It was really a treat. I swear with those higher rear gears and manual transmission, that car was faster than my 1969 with the 170 engine!

Bill Honor (FCA #6893) is a longtime contributor to *The National Falcon News*. He lives in Ft. Wayne, Indiana.

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